

TEMPORARY ADDITIONAL PAY FOR EQUIPMENT MAINTENANCE FOR CARRIERS IN THE RURAL MAIL DELIVERY SERVICE

NOVEMBER 15 (legislative day, NOVEMBER 12), 1943.—Ordered to be printed

Mr. McKELLAR, from the Committee on Post Offices and Post Roads, submitted the following

REPORT

[To accompany H. R. 2080]

The Committee on Post Offices and Post Roads, to whom was referred the bill (H. R. 2080) to provide temporary additional pay for equipment maintenance for each carrier in the Rural Mail Delivery Service, having considered the same, beg leave to report said bill back to the Senate with the recommendation that it do pass.

The purpose of this legislation is to assist the rural carriers toward meeting the rapidly increasing cost of maintaining their equipment which, in keeping with all other necessities during the war emergency, has constantly advanced in price.

The legislation provides that each rural carrier shall be paid 1 cent per mile per day for equipment maintenance in addition to the 5 cents per mile per day for each mile or major fraction of a mile scheduled as now provided by law.

A report of the Postmaster General is printed in full below as a part of this report.

POST OFFICE DEPARTMENT,
Washington, D. C., April 26, 1943.

Hon. THOMAS G. BURCH,
Chairman, Committee on the Post Office and Post Roads,
House of Representatives.

MY DEAR MR. BURCH: Your letter of March 5, 1943, requested a report upon H. R. 2080, a bill to provide temporary additional pay for equipment maintenance for each carrier in Rural Mail Delivery Service.

This bill would authorize the payment to each carrier in the Rural Mail Delivery Service for the duration of the war and for 6 months thereafter of equipment maintenance allowance equal to 1 cent per mile per day for each mile or major fraction of a mile of their respective routes in addition to the 5 cents per mile now authorized by law.

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It is estimated that the cost of this proposed legislation would be \$4,318,593 per annum.

There is increased cost of maintenance of equipment, because of shortage of automobile accessories, repair and replacement parts, due to conditions incident to the war effort, and from inquiries made and data examined we are satisfied that it is costing the rural carriers well above 6 cents per mile per day for equipment maintenance.

It has been ascertained from the Bureau of the Budget that the enactment of this proposed legislation would not be in accord with the program of the President in view of the fact that the present mileage allowance for marshals and deputy marshals in the service of the Government where their own equipment is used is 3 cents per mile, the mileage rates of other large groups of employees is 4 cents per mile, and the highest mileage rate that is allowable at the present is 5 cents per mile.

Very truly yours,

FRANK C. WALKER,
Postmaster General.

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